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MISCELLANY.

NAUTICAL EDUCATION.

"Every advance into knowledge opens new prospects and produces new incitements to farther progress."—JOHNSON.

Letter from a friend to a young gentleman of Maryland on his entrance into the Navy of the United States.

TO MIDSHIPMAN E. J.—The interest I feel in all that concerns the happiness of your parents, and the hopeful presages inspired by a knowledge of your personal qualities, uniting with a strong partiality for every thing connected with the Navy, prompt me to congratulate you on your entrance upon a career well calculated to influence auspiciously your fortunes and character, and must plead my apology for addressing you this letter of opinion and advice.

The very commission which, if attentive to your duties and studies, you will soon receive, has hitherto implied the possession of honor and courage, and proved a passport, in all parts of the world, alike to the saloons of beauty and the halls of philosophy: in a word, to all that is curious, useful, and captivating in the literary, the scientific, and the beaumonde. What training or sphere, then, so well fitted to polish and improve the manners and the mind?

From early youth to settled manhood, under the stripes of the Star-spangled Banner, you have "the world before you where to choose." You are transported to all parts of the habitable globe, and afforded opportunities, if not to study carefully, at least to observe, for practical uses, all the varieties of your own race; from the fair and beautiful Caucasian, with expanded forehead, and long, soft and flowing hair, for more than three thousand years the "depositories and guardians, of knowledge," down to the African, with his black skin and woolly head, with no ideas but such as are incidental to the chase, and to perpetual wars. Not different races and nations only, but all their varieties of Government, the staples of their agriculture, the commodities of commerce and manufactures, the elements of their natural history and national power, are all brought under the view of the officer of the Navy; amplifying his materials, and augmenting his powers of entertainment and of usefulness to his friends and his country.

Some would discourage you from going into society in foreign ports for occasional recreation. Far from joining in that opinion, I subscribe to that of Horace, "*Dulce est decipere in loco*," which may be translated into the homely adage "All work and no play makes Jack a dull boy." I would have you, then, with the approbation of your commanding officer, embrace fair opportunities of mingling in the best society of the places where your ship may touch on her cruise, or be stationed—preferring that of the fair sex, never failing in respectful attention to the matrons of the company, and particularly to the hostess. A discriminating commanding officer will gladly afford suitable opportunities to enjoy such society, and the benefit of its improving and polishing influence, to such of his young gentlemen as he sees are disposed to profit by them. I have heard it remarked of the late Captain John Smith, the beau ideal of a polished gentleman, that he always made it a point when invited to parties on shore, to take with him some of his "middies."

That you will be thus favored by your present commander I will venture to promise, if you preserve your good manners, and forget not the good principles instilled by your mother. And here, lest it be

elsewhere forgotten, let me exhort you to permit nothing to hinder you, when abroad, from writing by every opportunity to your mother. You owe much, it is true, to your father; he spares no expense on your education; denies you no indulgence that is safe and becoming the son of a gentleman, whose temper is generous, and whose means are ample. In him you have an exemplar of the manly virtues. But search your heart for what in it is best; for the sentiment of filial and fraternal affections; for benevolence to the poor, pity for the unfortunate, and reverence for the precepts of virtue and religion; for principles that will carry you through life without fear and without reproach; self-examine, and my life for it you will find that as maternal love hath planted, so it is maternal anxiety that hath nourished these virtues. In thus always offering the first homage to his mother, the son but consults the father's feelings and judgment, while he follows the example of the most illustrious men of modern and of ancient times.

I may here cite you that one of the most accomplished and exemplary men of his age in any country, whose learning is equalled only by his unobtrusive modesty, a worthy descendant of the immortal Franklin, and already the President of the most munificently endowed literary institution in this country. Professor Bache, during four years that he kept at the head of every class, devoted a portion of every Sunday to the sacred duty of writing to his mother. I might go back and refer you to the instance of the great historian of the Roman Empire, and his recorded acknowledgement of an unpayable debt of gratitude to his mother. And here, while alluding to the illustrious Gibbon, let me, the more forcibly to inculcate his fondness for books, quote from his autobiography, this farther declaration: "I would not," says he, "exchange my love of study for all the wealth of the Indies."

Do not my young friend, entertain the apprehension that your proper nautical education and professional duties will necessarily engross all your time, leaving you none to gather the trophies of literature—trophies the more honorable and conspicuous for being plucked by the sailor in the midst of professional hardship and exposure, as the light of the fire-fly increases in brilliancy with the darkness that surrounds it. Pliny, even in bear hunting, employed the intervals of the chase in reading, and Erasmus composed in a chaise on his journeys. Be it your maxim, then, that no time should be lost, and that one's education is never finished while there is an eye to see or an ear to hear. "Time is short and science long." When not on watch at sea, and when lying in port, you will have leisure to cultivate at least a general knowledge of history, and to make yourself familiar with the most celebrated voyages and travels, and with "laws of nations" and the currency and commerce of different countries. All of these are necessary accomplishments for every gentleman, and some of them, especially a knowledge of the laws of nations and the general principle of our own Government, indispensable to the officer of the Navy. On his acquaintance with these, when acting in the proud and enviable station of commander of an American squadron on a foreign coast, may depend, not only the lives and property of his fellow citizens in distant lands, but the peace and honor of his own country.

In regard to the study of general history, I may quote you, more for its truth than its eloquence, one passage from an eulogy pronounced by Hume himself; and where could we look for better authority? "I must add," says he, in his essay on the study of

history, "that it is not only a valuable part of knowledge, but opens the door to many other parts, and affords materials to most of the sciences. and, indeed, if we consider the shortness of human life, and our limited knowledge even of what passes in our own time, we must be sensible that we should be forever children in understanding, were it not for this invention, which extends our experience to all past ages and to the most distant nations; making them contribute as much to our improvement in wisdom, as if they had actually lain under our observation. A man acquainted with history may be said, in some respects, to have lived from the beginning of the world, and to have been making continual additions to his stock of knowledge in every century."

On this subject, however, my impression has always been that the time given to it by young people, before they can enter into its true spirit and appreciate its uses, is rarely fruitful of any profitable result. Of what avail is a mere chronological remembrance of names and dates, without being able to trace to their political head-springs the great actions and events with which they are connected, and thence deduce political inferences and results applicable, for practical purposes, to our own country and its interests? Books, like diet, it seems to me, should be adapted to the age of those to whom they are given, beginning with what is light and natural, proceeding from gay to grave, from lively to severe—from entertaining narratives, and voyages, and fiction, and poetry to history, and philosophy, and science. Thus the mental and the physical constitution, nourished and sustained by appropriate aliment, grow and ripen congenially together, from cartilage into bone—from the ductile softness and eager curiosity of youth to adult ripeness and vigor. At your time of life it were better to begin voyages, as being not only more in the track of your profession. And, my young friend, you know not how much we land-lubbers envy those whose pursuits, whether of pleasure, of gain, or of duty, carry them to the very scenes where they may realize, as it were, dreamy associations with which early reading has invested all classical grounds—

"For the lore
Of mighty minds doth hallow in the core
Of human hearts the ruin of a wall,
Where dwelt the wise and wond'rous."

Well written and authentic travels, too, may be recommended as being at once captivating, instructive and digestible, if I may so express myself; and of both voyages and travels your friends may feel assured that when once you have got a taste, it will prove as the taste of blood to animals of sanguinary temperament, the least smell of it ever after fires them with indomitable ardor in pursuit of the game. Once fairly aloft with Captain Cook in the good ship *Endeavour*, and you will gladly sail with him in all his circumnavigations of the globe. And then you may embark with Van Cover and Porter for the Pacific, and again with Perry and Ross for the North Pole. And although your generous sympathies cannot but be deeply excited when you come to read the story of the melancholy, and, until lately, mysterious fate of La Perouse, the accomplished French navigator, lost in the *Astrolabe* on a voyage of discovery, far from having your love of nautical adventure repressed by that memorable disaster, your regrets will be absorbed or diverted in admiration of the noble and munificent enterprises which followed, to discover, and if yet alive, to relieve him and his unfortunate comrades.

Every generous heart must be disposed of honor the noble impulses which prompted these benevolent and romantic attempts to lift the veil which concealed from anxious relatives and a curious world the last moments of gallantry and genius, exploring unknown regions to extend the boundaries of civilization and science; and, though all these chivalrous attempts proved abortive, leaving for accident to unravel what wealth, and

power, and science, and patriotism failed to discover, yet all goes to show how true it is, and how wisely it has been so ordained by Providence, that hope should spring "eternal in the human breast." From the sad story of the *Astrolabe* and the *Boussole*, your mind will naturally turn to the yet unexplained loss of our own ships, *Wasp* and the *Epervier*, whose youthful commanders contributed so much to our stock of naval renown. But what though no buoy mark the treacherous rock on which they split, nor beacon-light, nor chart of mariner, designate the spot where these gallant barks were foundered or exploded, nor story of one solitary survivor relate the dreadful finale of their brief and brilliant career—still shall the names of *BLAKELY* and *SHUBRICK* be their sufficient epitaph; bright as the glory they won for their country, and lasting as the spirit of chivalry itself; with a spell in them to awaken mingled emotions of sorrow and emulation in the bosom of every true hearted cavalier.

"A tomb is theirs on every page,
An epitaph on every tongue;
The present hours, the future age,
For them bewail, to them belong."

"For them the voice of festal mirth
Grows hush'd, *their name* the only sound;
While deep remembrance pours to worth
The goblet's tributary round."

Pardon this heartfelt apostrophe to the gallant spirits, whose lots have had, alas! too many parallels in the brief existence of our little navy. Where and how were lost the *Insurgent* frigate in 1800, and since then the *Pickering*, and the *Hornet*, and the *Lynx*, and the *Flying Fish*, besides gunboats, never heard of? All, all, with their gallant commanders and crews in 'dark unfathomed waves of ocean' buried.

And why, my young friend, should we desire to uncurtain these sad catastrophes, to expose the last desperate and unavailing struggles of tempest-tossed and drowning mariners to the public gaze?—Sure are we that all was done to save their ships that skill could order or courage execute. No cheek was blanched, no arm was paralyzed, by premature and cowardly despondency. Let, then, imagination, the offspring of darkness, and hope enduring with uncertainty, do their kind offices, and continue to invest the fate and character of these brave commanders with a yet livelier and more romantic interest, even as passing clouds seem to add supernatural lustre to the silver brightness of the moon.

As among those whose voyages you will read, of course, I may name those of Byron, and Wallis, and Carteret, and Waddell, and Morrel, and Reynolds, and Ruschenberger, in the Southern hemisphere; and, again, you will explore the Northern with Foster, and Phillips, and others. But in respects both of voyages, and travels, and governments; and statistics you will most becomingly begin with what has been written authentically of *your own country*: because in your intercourse with foreigners, you would blush to be ignorant of the outlines of American geography, and Government, and internal resources, or of the lives of distinguished American statesmen and warriors—of Washington, and Adams, and Jefferson, and Hamilton, and Lee, and King, and Pike, and Perry, and Decatur. With all these facts and biographies, and many others equally worthy of being studied and known, you may rely it that, with any thing like persevering devotion of your leisure hours on shore and on ship-board, for a few years, you may make yourself familiar.

In pursuance of this suggestion, before you set out

*Is it not strange that none of our new sloops have been named after the *Avon* and the *Reindeer*, captured by *Blakely*? It would seem to be due to this gallant son of the old North State, who did herself immortal honor by the care she bestowed on *Blakely's* daughter and only child.

with some foreign author to scale the snow-capt summit of Mont Blanc, or with Stephens to view, from the heights of a peninsula mountains, at one *coup-d'œil*, the broad expanse of the Atlantic and Pacific oceans, you will take care to have travelled, in your own country, with Lewis and Clark across the Rocky Mountains, with the gallant and lamented Pike up the Missouri, with the unpretending, indefatigable, accomplished Long (who was the first to ascend the Missouri by steam, in a boat built, engineered, commanded, and piloted under and by himself) to the sources of St. Peter, and with Dwight through New England. From a foreigner, Botta, you will get the best history of our Revolutionary war, while the learned and eloquent Bancroft will have supplied you with a more elaborate and complete history of the United States. Akin to these, you will read the life of Columbus from the fertile and polished pen of Irving, and Prescott's "Ferdinand and Isabella"—all necessary to a complete knowledge of the discovery and of the formation of the American Colonies, and of their development from a state of colonial dependence of the rickety condition of separate governments, and to the adoption of our present republican system.

With this history and these facts, respecting the United States, you will make yourself acquainted, before you set out to accompany Mavor in England and Young and Moore in France, and Townsend and Sli-dell in Spain, and Eustace on his classical tour in Italy. With Brydone in hand, you may journey in Sicily and Malta, and then accompany the sprightly and charming Lady Montagu through Germany, and into the baths and the very harems of Constantinople, which Achmet is said to have opened to her ladyship under the influence of a power so universal as sometimes to disarm the proudest despot, ay, and more miraculous, to soften the heart of the miser! Next you may ramble with the eloquent Volney through Syria and Egypt; in Greece and Palestine with the flowery and fascinating Chateaubriand; in eastern Asia and Australia with Elphinstone, Burns, Heber, Malcolm, Macartney, and Lord Amherst; and afterwards you may explore benighted Africa with Ali Bey, Denon, Bruce, and the adventurous and ill-fated Park.

Be not terrified my young gentleman, at this brief enumeration of the works of distinguished travellers and navigators. You will have "time and to spare" to read, besides these, the great collection of Hackluyt, and Hawksworth, and Kotzebue, and Dalrymple, with many more; for, thanks to that most stupendous of all human inventions, types, you may pack into one good "sea chest" all that has been described by these authors, reaping profit from their expenditure, extracting pleasure from their toils, appropriating, if diligent, the fruits of both to your own use and benefit, before you can expect to mount a "swab" on each shoulder. And only reflect, my lad, what glorious distinction such acquirements will procure you—ensuring you currency and honor among lovely women, and great and wise men, were neither base lucre, nor brute courage, nor brazen impudence, could open you the way.—Of all titles of distinction, of all species of renown, covet such most as are to be commanded by the force of intellect and the display of elegant attainments, with unsullied honor for their *point d'appui*.

But let me not forget to urge that, by all means and by every opportunity, you seek to acquire a speaking knowledge of the living languages most in use, especially the French and Spanish. For the instruction of young officers in these tongues, and in the highly useful as well as ornamental art of drawing, I hope yet to see competent teachers employed in our men-of-war, as they are now employed to teach officers of the army, to whom a knowledge of the French is not more necessary than to officers of the navy, a knowledge of drawing not much more so, and Spanish not so necessary as to the naval officer. The practical value of this elegant art, and of these living languages, cannot be overrated; and ignorance of them will be regarded

as a reproach to the commander of an American sloop of war, when the government shall have added the advantages of elementary instruction to so many opportunities as are presented to officers of the navy in Europe and the West Indies. Let him, then, whose want of these tongues drives him to employ an interpreter in critical negotiations or *affaires du cœur*, beware of the too common experience of those who employ go-betweens to arrange what all men of caution and spirit are jealous about trusting to third persons, but like rather to keep all in their own hands. It may be asserted that either of the languages, and especially the French, will be more useful to you, as a man of the world, than Hebrew, Greek and Latin united even allowing them to be possessed with all the minute and critical accuracy of a Porson.

If, finally, you should have perceived how my high estimate of the effect of an early addiction to checks on the habits and character of an officer has carried me away, and led me to omit any thing like a formal lecture on morals, it is because I do not feel qualified to do it, and moreover my persuasion is that the love of knowledge for its own sake, and ambition for intellectual eminence, having once fairly taken possession of the heart, it thenceforth becomes disinfected of vulgar and vicious propensities, just as you will see air and chloride of lime employed to desiccate and purify the hold of your ship, or as noxious vapors on and are dissipated by electricity. I ought not, however, to close this long, and, as I fear you find it, tedious letter, without a word to caution you as to your social habits, and the choice of your companions.

One pregnant source of trouble and of personal difficulties with young men shut up in a man-of-war, and coming into close contact at all hours and in all humors, consists in the natural proneness of youthful and unsophisticated minds to run, as boys do from school in a hop, skip, and jump, from new acquaintance to friendship, and from friendship to intimacy. Void of guile, and as yet untaught by sad experience to practice forecast or to harbor suspicion, they rush to extremes, making confidant of every boon companion. The confider soon becomes, in his turn, the confidant and chosen depository of the joys and griefs, the loves and the hates, of so many, that no caution nor address can keep him clear of the innumerable quarrels, jealousies, and cabals engendered yet more, in proportion, in ships of war than in the larger world without. Be you always attentive and respectful, without being obsequious, to your superiors; never in any cabals or combinations against those whom the law and the regulation of the service have placed over you. If you feel aggrieved or oppressed, there is in every case authority to which just and respectful appeal may be made with assurance of protection from contumely or wrong.

To your companions and messmates be ever polite and kind, sharing with them freely and unostentatiously any little enjoyment or indulgence which parental fondness or kinder fortune may sometimes, without any breach of discipline, throw in your way—but beware of seeking *confidences*, or of giving up your heart, and all its secrets, to every new acquaintance, with that *abandon*, as the French express it, with which a young lover yields up his whole heart and soul to his mistress. In the choice of your messmates and most *habitual* companions, instead of preferring, as many, old and young, apt to do, the company of obsequious sycophants, or persons of inferior intelligence, for the sake of having their own consequence and self-complacency flattered and gratified, it is both allowable and politic for every one rather to desire association with comrades who are endowed with attainments more various and cruditon more profound than his own.

Where circumstances thus lead or subject several minds to habitual communion, the constant tendency of all is to a common level, like that which is assumed by the waters of so many-adjacent springs when chan-

nels of confluence are opened between them—the law of intellectual partnership being somewhat agrarians, it assigns the largest dividend to him who contributes the smallest share to the concern. But I cannot lay down my pen without returning to insist on the delightful and salutary pursuit of literature, maintaining, with the utmost confidence, that there is nothing in your occupation and duties to preclude its indulgence. Adopt, then, in this case, the well known motto of Lord Dundas, “*Essayez*,” “*Try*,” as the gallant Miller promised when ordered to storm a redoubt, and you will, in like manner, drive all difficulties before you.

I might present you, were it not invidious, some honorable examples of the successful culture of letters and acquirement of various languages, by officers of the navy while on service. Slidell, and Maury, and Ruschenburger, and (I like to name a purser, having been once myself of the honorable fraternity of marine sub-treasurers) J. Hamilton with many others, doubtless, equally worthy of honorable mention. Finally, I lay it down, not as a dogma, (for though I love dogs, I hate dogmas and dogmatists,) but as my strong impression, for the truth of which I would appeal to the portefeuilles of their families and friends, and to the archives of the department, to show that the current correspondence of the officers of the navy generally evinces habits of close discrimination, general grammatical accuracy, and an easy flow of language, combined with a brevity and force of expression which may be deemed professionally characteristic.

I speak of them as a class, to which it must be admitted there are some conspicuous and disparaging exceptions. And be it borne in mind by all who have power to exercise control in the matter, that these exceptions will be merged and lost in the general degradation of the corps when that fatal day shall arrive that appointments to the service come to be expected, and are bestowed, as the reward of services to a party!—when party spirit, like the baneful nightshade, shall infuse itself through the system to poison the fountains of its glory, by corrupting all perception of true honor and patriotism, substituting servility to the powers that be for that pride of character and of country which, far more than its numbers, has constituted at once the strength and the renown of the American Navy.

I well know that not many, even of the books that I have enumerated, with many more that are equally worthy of perusal and study, are to be found in our ships of war at present; but there are none of them which ought not to be there, and we may confidently expect that, under the guardian care of an enlightened administration, we may look for more ample provision for the moral and intellectual culture of those who are hereafter to bear so large a part in defending the rights and honor of their country. Solicitude for the improvement of the *morale* of the junior will be extended to the recommendation of higher rank for the senior class of officers. In short, we may hope that all that can will be done to revive, through all the ranks of the service, that *esprit du corps* and rigid observance of discipline which can alone ensure for the navy lasting efficiency and popularity.

And now, my young friend, that you may acquire distinction and high rank, in a path beset by eager and honorable rivals, and finally fulfil the measure of parental hope, is the sincere wish of your friend.

J. S. S.

REMOVAL OF THE U. S. TROOPS FROM THE FRONTIER.—The steamer Little Rock arrived Sept. 30th, having on board the 4th regt. inf. 7 companies, consisting of about 700 men and officers; also two or three distinguished Seminole chiefs; destined for Tampa Bay, Florida. Lt. Col. Garland, first, and brev. Maj. Graham, second in command. Troops were in good health and spirits.—*Little Rock Gazette*, Oct. 6.

Domestic Intelligence.

From the Savannah Georgian, Oct. 16.

FLORIDA WAR.

By the U. S. steamer Gen. Taylor, Capt. Gilham, we last evening received the intelligence from one of our correspondents, that Tiger Tail has surrendered to Col. Worth at Tampa Bay.

Another correspondent furnishes the following letter.

Correspondence of the Savannah Georgian.

EAST FLORIDA, Oct. 20, 1841.—Alluck Harjo, accompanied by one of the new delegation just arrived from Arkansas, reached Fort King last evening. They have seen and held a talk with Tiger Tail's brother at the Annutiligan. Tiger Tail is collecting his people, and has promised them to go in at Tampa.

This afternoon Alleck-tus-te-nuggee's brother, accompanied by his wife and two children, made their appearance at Fort King and delivered themselves up. He states that he is in ignorance of his brother's whereabouts, but he will use his influence with him through the above named Indians, and no doubt is entertained but that Hallock will surrender.

We have also received by the Gen. Taylor, from the Editor, the St. Augustine News of Friday last, whence we make the following extracts:

SUPERIOR COURT—October Term.—But little business came before the Court, other than the case of the Territory *versus* M. S. Howe, a captain of 2d dragoons, indicted for manslaughter. The case was in progress seven days, and the jury found the Defendant *not guilty*. It had been our design to publish the evidence taken on this trial, but it is so voluminous that the notes have not been written out, and we briefly recur to it to say, that throughout there was the most marked discrepancy in the testimony, as well as by the admission of some of the witnesses, the basest collusion to convict Capt. Howe, by *false swearing*. The examination of Dr. M'Dougall of the army, an eminent gentleman in his profession, showed that congestion of the brain was produced by intoxication and the dissipated habits of the deceased; and after a clear and luminous charge from His Honor Judge Bronson, the Jury found the verdict as returned.

Lieut. H. W. Benham, U. S. Engineer Corps, in charge of Sea-Wall and Fort Marion, arrived here on 9th inst. and will immediately enter upon the repair of those works.

Intelligence was received last evening from Pilatka, stating that the head chief of the Tallahasseees had gone in to Tampa, and that Tigertail and his whole band was going in, induced by Alligator, who was lately sent for to the West for that purpose.

Col. W. S. HARNEY.—We are pleased to perceive by General Orders, No. 28, published in our paper of to-day, that the services of this gallant Officer will be again rendered to Florida.

FROM KEY WEST.—Letters were received by this morning's Southern mail from Key West, (Fl.) to the 16th inst.

The U. S. schr. Phenix, Lieut. Comd't NOLAND, arrived at Indian Key, on the evening of the 6th inst., after a boisterous passage of 13 days, and found there the U. S. schooners Wave, Van Buren and Otsego.

On the 7th, Lieut. Noland left the Phenix, to take command of the barges, and was succeeded in the command of the Phenix by Lieut. Comd't C. R. P. Rodgers. During the day, Commodore McLaughlin arrived at Indian Key, in the Flirt, and ordered the Phenix immediately to Key West, 70 miles distant. The pilot thought he would attempt to make the run at night, as the wind was fair; and the consequence was, that in the mid-watch the vessel struck on Washerwoman shoal, off Key Sugarloaf, about 12 miles from Key West. She thumped and scraped

violently for about eight hours, in a fresh gale and rough sea, and it was expected that she would go to pieces. Lieut. Rodgers and his officers displayed great coolness and skill, and by their exertions succeeded in getting her off before assistance arrived. Fortunately the schr. was not materially injured, having only lost a part of her false keel and had some slight damage done to the rudder.

Acting Lieut. Barney and Assist. Surgeon Broughton have been transferred from the Phenix; the former to the Madison and the latter to the Wave.

Extract of a letter from an officer on board the Phenix, at Key West:

"An expedition has started for the Everglades since our arrival here, but this is merely prelude to the grand expedition, for which all hands are preparing, and which it is expected will result in the capture of Sam Jones and the termination of the war.—*Norfolk Herald*, Oct. 26.

NEW ORLEANS, OCTOBER 19.—The United States steamer James Adams, Hussey, which arrived on Saturday from Tampa Bay, brought fifty-seven Indians, among whom were the noted chiefs *Wild Cat*, *Coacoochee*, *Hospitalaki*, and *Nethlock Emathla*, besides many sub-chiefs, all under charge of Captain Seawell, U. S. Army. The passengers were: Major Capers, paying Agent for Indians; Captain Birdsall, U. S. Army; Mortimer Turner, lady, child, and two servants; and Miss Davidson.

The James Adams, had encountered remarkably rough weather in her passage, and was for some time in imminent peril, as will appear from the following extract from her log:

"Left Tampa Bay on Tuesday, 12th instant, at one o'clock with fine weather. On Wednesday night the wind commenced blowing from the north, which soon increased to a gale, causing a very heavy sea and the boat to labor heavily. At two o'clock it was discovered the boat had sprung a leak, having about three feet water in her hold. Both pumps were immediately put to work, which was barely sufficient to keep her free. Half past two o'clock shipped a heavy sea, which carried away the chimney and sprung the forward guard, wrenching up the deck, and laying the whole bow open. In order to save the boat and all on board, put her before the wind and commenced throwing overboard Indian provisions and cutting up the deck of the guards, which soon appeared to ease her. Repaired damage done the bow by stuffing in blankets. Soon began to gain on the leak; but the gale and sea increased to such an extent that we had no other resource than keeping her before the wind, which was running directly from the land.

"At daylight on Thursday, the wind commenced to haul to the eastward until it reached east, which was very favorable, enabling us to run directly on our course. Gale continued throughout the day. Had signals of distress hoisted, but discovered no vessels. On Friday night the gale had increased to a complete hurricane, with heavy squalls of rain, with tremendous sea, so much so that it was thought impossible for the boat to survive it much longer; and, on the other hand, we were fast drawing in to land, and no other resource than running her on shore. Daylight at last broke when we found ourselves in about seven fathoms water. At seven o'clock breakers were discovered in every direction ahead, without seeing land, when our situation became alarming in the extreme, and all on board deemed their immediate destruction inevitable; but thanks to a kind Providence, we ran over the shoal in only ten feet water, and soon discovered the land—were under the lee of it, and let go anchor in eight feet water. Discovered a house on the shore; sent out a boat, and found ourselves under the lee of Britton Island, twenty-five miles from the Balize. Remained there until Saturday, at half past twelve o'clock, when we got under way and ran for the Balize."

WASHINGTON CITY,

THURSDAY....NOVEMBER 4, 1841.

The severe illness of the editor for two weeks past, (during the greater part of which time he has been confined to bed, and had no one to supply his place,) must be his excuse for the late appearance of the present number, and for all errors and omissions. Several favors of correspondents will be acknowledged as soon as returning strength will permit.

The large number of appointments of midshipmen in the navy, recently made, presents a suitable occasion for inserting, and recommending to their perusal, the excellent letter of advice to a young man on entering the service. The writer says he once belonged to the navy himself; he therefore may speak the more confidently.

We find this letter in the New York Commercial Advertiser, but know not if it originally appeared in that paper.

General DANIEL PARKER has been appointed Chief Clerk of the War Department. Gen. PARKER held that station during the last war with England, and was afterwards appointed Adjutant and Inspector General of the army; but upon the reduction of the army in 1821, he was left out, and has not since been in public life. To a thorough knowledge of the duties of the post, he adds business habits of the first order.

ARRIVALS AT WASHINGTON.

Oct. 26—Capt. E. K. Barnum, 2nd Inf. Fuller's.
Lieut. J. C. Fremont, Top. Eng's do
Bt. Maj. L. Thomas, Gen. Staff, Georgetown.
Gen. Geo. Gibson, C. G. S. Hope Club, F St.
30—Major H. Saunders, Fuller's.
Capt. E. Schriver, A G. Dept. Mrs. Latimer's.
Col. W. Whistler, 7th Inf. Fuller's.
Nov. 1—Col. W. S. Harney, 2nd. Dragoons, Gadsby's.
Major L. Whiting, Georgetown.
St. Clair Denny, Paymaster, Gadsby's.

Correspondence of the Army and Navy Chronicle.

The U. S. frigate Constitution arrived in Hampton Roads on Sunday last, 31st October, ult., 110 days from the coast of Peru, via Rio Janeiro, Brazil, 45 days from the latter place. She sailed from Callao on the 11th July last. Left the U. S. ship Dale, schooner Shark, and store ship Relief, all well.

The following changes of officers took place on the Constitution leaving the station: Lieut. James Brown of the Constitution, exchanging with Lieut. W. W. Bleeker, of the Dale; Lieut. Bleeker, exchanging with Lieut. W. A. Wurts, of the Shark, Lieut. Wurts joining the Constitution. Passed Mid. M. Hunt, of the Shark, exchanged with Midshipman Geo. H. Cooper, of the Constitution. Midshipman J. S. Maury, ordered from Shark to Constitution. Midshipman W. W. Polk, ordered from the Relief to the Constitution.

The sloop St Louis was looked for daily at Callao, from the west coast of Mexico. The Yorktown was on a cruise to the Sandwich Islands.

The following is a list of the officers on board the Constitution. Those marked * (a star,) joined the Constitution at Rio Janeiro from the U. S. frigate Potomac. Com. Charles G. Ridgely, and his Secretary, G. P. Stevenson, Esq., came passengers from Rio Janeiro in the Constitution.

Captain, Daniel Turner, Esq., *Commander*, Edw. W. Carpenter. *Lieutenants*, Thompson D. Shaw, 1st, William Smith, 2d, Peter Turner, 3d, William A. Wurts, 4th, Alexander Gibson, 5th, G. M. McCreery, 6th. *Surgeon*, Thomas Dillard. *Purser*, McKean Buchanan. *Lieut. of Marines*, Jabez C. Rich. *Acting Master*, L. C. Sartori. *Acting Chaplain*, J. F. Girard. *Passed Midshipmen*, M. Hunt, F. S. Haggerty. *Assistant Surgeons*, Charles Maxwell, Saml. Jackson. *Midshipmen*, W. C. B. S. Porter, *C. Smith, Catesby Ap Roger Jones, S. Bent, T. L. Kinlock, J. P. McFarland, W. W. Roberts, J. S. Maury, C. Hays, A. K. Hughes, H. T. Arnold, *W. E. Hopkins, J. S. Day, R. T. Renshaw, W. W. Polk, *E. Simpson, *F. P. Wheelock, J. F. Sperry. *Acting Master's Mate*, E. F. Olmstead. *Captain's Clerk*, Geo. Walker. *Boatswain*, R. H. O'Neal. *Gunner*, Gustavus Newman. *Carpenter*, J. Cahill. *Sail Maker*, Nathl. B. Peed. *Purser's Assistant*, W. W. Cardwell.

The U. S. frigate Constitution fell in with on Saturday, Oct. 23, in latitude 32 degrees 13 minutes, north, and longitude 68 degrees 4 min. west of Greenwich, the American barque "Sarah," of Boston, bound to New York, 48 days out from Rio Janeiro, with loss of some spars and sails. The Constitution supplied her with some canvass, &c. to repair her sails, and some provisions—beef and bread. The Constitution experienced the same terrific night with the Sarah, (the 21st October,) when she had blown to pieces a reefed foresail, and a close reefed main top-sail. The Constitution has been on the coast for several days in westerly gales, and calms, and light winds.

Communication.

THE ARMY, THE NAVY, AND THE CHURCH

It is an interesting fact, and one, perhaps, not generally known, that within a few years past, as many as twelve or fifteen officers of the army, and it is believed some from the navy, have laid aside the Military profession, for the more peaceful, but not less arduous, vocation of the Christian Ministry; and are now usefully employed, in various portions of the United States in preaching the Gospel. It is natural, that this portion of the clergy should take a deep and peculiar interest in the moral and religious condition of our army and navy; and that they should be among the first to concert measures for the spiritual improvement of these important branches of the public service. Accordingly, it appears, that incipient measures have already been taken, by a portion of the clergy above alluded to, in reference to this subject. A meeting was held in the vestry room of St. Bartholomew's church, in the city of New York, on the

20th Oct. at which were present the following clergy, viz.

The Rev. Leonidas Polk, Bishop of Louisiana.
Rev. N. Sayres Harris, Rector of the church of the Evangelists, Philadelphia.

Rev. Prof. Hackley of New York.
Rev. Lewis P. W. Balch, Rector of St Bartholomew's church, New York.

The Rev. M. P. Parks, Chaplain and Professor of Ethics in the Military Academy.

The Rt. Rev. Bishop Polk was called to the chair, and the Rev. M. P. Parks appointed Secretary. Whereupon, the following preamble and resolutions were unanimously adopted.

Whereas, in the Providence of God, as we believe, we have been called out of the army of the United States, into the Gospel Ministry, we regard ourselves as being, in a peculiar degree, debtors to our former brethren and associates in arms, to do them service, according to the measure of our ability and opportunities. Therefore.

Resolved, 1st. That for the purpose of adopting some system of measures, in reference to the spiritual improvement of the army and navy of our country, we will (God willing) meet again at the vestry room of St. Bartholomew's church, in the city of New York, at 11 o'clock A. M. on the 4th Thursday of June, 1842.

Resolved 2nd. That such of our brethren in the Ministry as were formerly identified with us, in the military or naval service, be invited, and we do hereby invite them, to meet with us, at the time and place above specified, and assist by their counsels, in furtherance of the object above indicated.

Resolved, 3d. That such officers of the army and navy, and those, now in civil life, formerly connected with either arm of the service, as are interested in the foregoing object, be also invited to be present, and co-operate with us in promoting the same; and that such as cannot be present be requested to communicate with us by letter or otherwise, furnishing us with such facts and suggestions as their observations and reflections may supply.

Resolved, 4th. As the most eligible means of circulating this information, that it be forwarded to the Army and Navy Chronicle for publication, and that such periodicals as feel an interest in the subject be requested to copy.

LEONIDAS POLK, *Chairman*.

M. P. PARKS, *Secretary*.

ARMY.

OFFICIAL.

GENERAL
ORDERS,
No. 65.

HEAD QUARTERS OF THE ARMY,
Adjutant General's Office,
Washington, Oct. 27, 1841.

By direction of the President of the United States, a General Court Martial will convene at the city of New York on the 10th of November, 1841, or as soon thereafter as practicable, for the trial of Capt. John Page of the 4th regiment of Infantry.

The court will be composed as follows:

Brevet Colonel J. B. WALBACH, 1st Art'y.

Col. J. BANKHEAD, 2nd Art'y.

Col. H. STANTON, Asst. Qr. Mr. General.

Major M. M. PAYNE, 2nd Art'y.

Major JOHN ERVING, 3rd Art'y.

Major Æ. MACKAY, Quarter Master.

Capt. G. S. DRANE, 2nd Art'y.

Capt. C. S. MERCHANT, 2nd Art'y.

Capt. S. RINGGOLD, 3rd Art'y.

Capt. J. DIMICK, 1st Art'y.

Capt. J. C. CASEY, Com. Sub.

Capt. W. C. DeHART, 2nd Art'y. Judge Advocate.

A greater number cannot be assembled without manifest injury to the service.

Should any of the above named members fail to attend on the day specified for the assembling of the court, it

will nevertheless be organized and proceed to the trial provided the number present be not less than nine.

By COMMAND OF MAJOR GEN. SCOTT:

W. W. S. BLISS, *Ass't. Adj't. Gen.*

GENERAL
ORDERS,
No. 66.

HEAD QUARTERS OF THE ARMY,
Adjutant General's Office,
Washington, Oct. 28, 1841.

I—The following instructions have been received through the Secretary of War, from the President, and are published for the guidance of all concerned.

"Major General Scott, Col. Totten of the Engineers, and Lieut. Col. Talcott, of the Ordnance, will compose a Board to inquire into and report upon the propriety of establishing some safe depot for the preservation of the Gunpowder of the U. S., where it will not be exposed to the ordinary accidents of a neighborhood, and where no injury could be sustained by other buildings or persons in case of explosion.

"The Board will examine Constitution Island, in the Hudson river, near West Point, and such other positions as may be deemed expedient, and give an opinion which should be preferred. A statement of the quantity of powder to be stored and an estimate of the expense of establishing and maintaining the depot will accompany the report.

II—The Board will assemble on the 8th of November at West Point, N. Y., and Capt. Schriver is detailed to record its proceedings."

By COMMAND OF MAJOR GEN. SCOTT:

W. W. S. BLISS, *Ass't. Adj't. Gen.*

GENERAL
ORDERS,
No. 67.

HEAD QUARTERS OF THE ARMY,
Adjutant General's Office,
Washington, Oct. 30, 1841.

On the arrival within the 2nd Military Department, of the 6 companies of the 2nd regiment of Dragoons ordered thither by General Orders No. 58, companies G, I, and D, now at Fort Gibson, will be put in motion for Fort Leavenworth the Head Quarters, of its Regiment.

By COMMAND OF MAJOR GEN. SCOTT:

W. W. S. BLISS, *Ass't. Adj't. Gen.*

NAVY.

Oct.

ORDERS.

- 25—Master's Mate T M Crooker, navy yard, Boston.
Lieut L Pennington, navy yard, Phila.
Mid P Crosby, receiving vessel, Philadelphia.
Mid John Downes, Jr, navy yard, Boston.
Mid W R Low, sloop Warren.
Lieut Joseph Lanman, W I squadron.
Mid Edward T Nichols, naval school, Phila.
Mid Wm H Parker, rec ship, New York.
Mid Joseph B Smith, do Boston.
Mid A R Simms, navy yard, New York.
26—Mid Thomas Flournoy, rec ship Norfolk.
Lt Z F Johnston, command rec vessel, Baltimore.
Lieut G A Magruder, command do Phila.
P Mid J N Maffit, to Macedonian, as acting master.
Lieut F A Neville, rendezvous Phila.
Mid R I D Price, Macedonian.
27—Lieuts J B Dale, Oliver Tod, E Jenkins, C W Morris Wm B Whiting, W S Young, to duty at Washington in connection with Coast Survey under Lieut Blake.
P Mid I S K You, } schr Grampus.
Mid F W Colby, }
P Mid H Gansevoort, Rendezvous, Baltimore.
Lieuts B W Hunter, N G Bay, sloop Warren.
Mid N T West, schr Grampus.
28—Lieut H Moor, do
Mid Edward Allen, do
Chaplain F W Taylor, rec ship, Boston.
Boatswain J Dunderdale, sloop Warren.
Comm'r Geo N Hollins, navy yard, Pensacola.
29—Mid F A Hallett, sloop Fairfield.
Mid A W Johnson, rec ship, Norfolk.
Lieut Jas Noble, sloop Warren.
30—Mid H N Crabb, rec ship, Boston.
Mid G V Fox, do do
Asst Surgeon J Huntington, steamer Fulton.

Carpenter H P Leslie, navy yard, Washington.
Lieut W R Taylor, Depot of Charts.
Mid J M B Clitz, rec ship, Boston.
Asst Sur H D Taliaferro, navy yard, New York.

OFFICERS RELIEVED AND DETACHED.

- 25—Mid D Williamson, leave 3 mos, having returned from Mediterranean.
26—Comm'r R B Cunningham from Hospital Norfolk.
27—Lieut R C Cogdell, } from coast survey under
P Mid S D Lavallette, } Lt Blake, & 1 mo leave.
Gunner J W Pennington, } sloop Warren with
Sailmaker M Wheeden, } 3 mo's leave.
Lieut L B Avery, from Depot, and 3 mo's leave.
P Mid J Smith Patterson, } from schr Grampus,
Mid C H B Caldwell, } and 3 mo's leave.

List of officers ordered to the frigate United States.

Commodore, Thomas Ap C Jones.
Captain, James Armstrong.
Lieutenants, Isaac S Sterett, Murray Mason, Benjamin J Totten, John B Cutting, Mathew F Maury, Daniel French Dulany.
Master, P Mid Wm A Parker.
Fleet Surgeon, Wm Johnson.
Ass't Surgeons, J M Minor, R T Maxwell.
Purser, E Fitzgerald.
Boatswain, Wm Hoff.
Gunner, Asa Curtis.
Carpenter, John O Butler.
Sailmaker, Josiah Faxon.
Midshipmen, E T Carmichael, Albert G Enos, Samuel R Franklin, Walter F Jones, David Ochiltree, Byrd Willis Stevenson, John J Hanson, Robert Patton, Wm B Shubrick, Leonard H Lyne, Wm Sharp, Theodorick L Walker, Henry H Key, R W Scott, Simeon S Bassett, F P Baldwin, William C West, William H Wilcox, Alonzo C Jackson, William Jeffers, Jr, Henry C. Hunter.

Oct.

MARINE CORPS.

- 8—2nd Lieut J D Simms, Jr, joined at head quarters, and on drill.
9—Leave to 2nd Lieut Josiah Watson extended two months.
11 Major L Twiggs, ordered to assume the charge of the recruiting service.
Capt J Edelin, relieved Major L Twiggs, in command of the marine barracks, head quarters.
19—2nd Lieut M R Kintzing, joined at Philadelphia, by order of the commandant of the corps, and on drill.

REVENUE CUTTER SERVICE.

ORDERS.—Capt J A Webster, to the command of the Taney, vice Capt W W Polk, relieved.
1st Lieut R Evans, to the Taney, vice 1st Lieut W C Whitehead, relieved.
2nd Lieut J B Fulton, to the Ewing.
3d Lieut J G Breshwood, to the Ewing.
DISMISSED.—2nd Lieut Thomas Osborne.

MARRIAGES.

At Detroit on the evening of the 21st of October, by the Rev. Dr. Duffield, Dr. ROBERT SOUTHGATE, assistant surgeon U. S. army, to Miss MARTHA BUTLER JONES of that place.

At Norfolk, Va., on the 26th ult. by the Rev. Mr. Hitzelberger, JOHN E. DOYLE, Esq. of the firm of Plume & Co. to Miss MARY JOSEPHINE, eldest daughter of EDWARD FITZGERALD, Esq. of the U. S. navy.

DEATHS.

On the 26th ult. while on a visit to her friends in Salem, Mass. Mrs. SARAH S. EATON, aged 49, wife of Dr. JOSEPH EATON, of the U. S. army.

In Baltimore county, on the 29th Oct. Mrs. JANE EVANS, widow of the late Capt. SAMUEL EVANS, of the U. S. navy.

PROPOSALS FOR BUILDING A REVENUE CUTTER.

TREASURY DEPARTMENT,

20th Oct. 1841.

SEALED PROPOSALS will be received at this office, until the 6th December next, for building the hull and fitting the spars of a vessel, to be employed as a Revenue Cutter, of the burthen of about one hundred and fifty-one tons; to be completely caulked, pryed with pitch, and delivered in the water.

The vessel to be built agreeably to a model and profile draft of spars, to be furnished upon entering into the contract, and of materials corresponding to the following dimensions and specifications, to wit:

Length, between perpendiculars, eighty-eight feet.

Breadth, moulded, twenty-two feet.

Hold, eight feet, six inches.

Dead rise, twenty-four inches to half floor.

Keel, of white oak, to be sided ten inches.

Dead wood, forward and aft, of live oak or locust, to be sided ten inches, to be bolted with copper, three-quarters of an inch in diameter.

Stern-post Knee, of live oak, to be bolted with copper seven-eighths of an inch in diameter, two in the body, and two in the arm, and rivetted under the keel, and aft side of the stern post.

Inner Stern post, of live oak or locust, to be sided ten inches.

Apron, of live oak or locust, to be sided, one foot, three inches.

Fore deadwood and apron bolts, to be of copper, seven-eighths of an inch in diameter, one foot above deep ballast mark.

Floor timbers, of live oak; futtocks and top timbers, of locust or red cedar, sided six inches, moulded at floor heads eight inches, at the plank sheer five and half inches; to be completely framed, the frame bolts to be three-quarters of an inch in diameter; every other floor timber to be bolted with one copper bolt, in diameter seven eighths of an inch; the alternate floor timbers to be bolted, after the keelson is fitted with copper bolts, of the same diameter, and rivetted under the keel.

Keelson, of white oak, to be sided ten inches.

Main Transom, of live oak, or locust, to be bolted with two iron bolts, in diameter seven-eighths of an inch; the remaining transoms to be sided seven inches, and to be bolted with copper seven-eighths of an inch in diameter.

Knight Heads and Hause pieces, of live oak or locust, to be sided nine inches.

Outside plank. The wales, four in number, to be in thickness three and a half inches, about seven inches wide, fairly and gradually diminishing to thickness of the bottom plank, two and a half inches, of white oak, each streak of the wales to be fastened to one frame comprising two timbers, with three iron spikes, and one iron bolt of five-eighths of an inch in diameter, driven through and rivetted on the inside; and from thence to the keel, the bottom planks will be fastened to the frames, with six inch composition spikes, and five-eighths copper bolts in the same manner. There will not be any treenails. Butt, and Hood end bolts, to be three quarters of an inch in diameter, of copper. The wales are to be plugged.

Plank-sheer, of yellow pine, three and a half inches in thickness. The stanchions, to be of locust, to be placed to form seven ports on each side, with one between each port, and three abreast of the masts, on each side, to support the channels, and two on each side between the forward port and the bows. The Bulwarks, from the stem to the stanchion of the forward port, to be of white oak, one and a half inches thick, thence to the stern of yellow pine, from one and a half to two inches in thickness, in narrow streaks. There are to be two stern ports; all the ports to have shutters.

The Rails, to be of oak, or yellow pine.

Breast-Hooks, of live oak, two below the deck hook, fastened with copper bolts, three-quarters of an inch in diameter. Clamps, of white oak or yellow pine, in thickness at the upper edge three inches, lower edge two and a half inches, extending from stem to stern.

Beams, of yellow pine, to be sided nine inches, and moulded seven and a half inches; rounded two and a half inches; to be kneed at each end, with one lodge, and one lap knee; to be sided five inches, excepting the mast beams, which are to have a dagger knee, in lieu of the lap knee, to be bolted with iron, in diameter three-quarters of an inch.

The Grub Knees of the half poop, to be bolted with iron three-quarters of an inch in diameter, and the bulk heads secured from deck to deck, with iron bolts, seven-eighths of an inch in diameter. Deck plank, of yellow pine, three inches in thickness, not to exceed five inches wide amidships, to be fastened with iron spikes and plugged.

The Bowsprit, to be of yellow pine, the masts of yellow pine; other smaller spars of spruce, of the dimensions noted on the draft. The mast partners of live oak and kneed.

The Cat-heads, and stern davits, of oak.

Salt Stops to be placed, where required.

Cross-steps of white oak, bolted with iron, one inch in diameter, and properly secured on the keelson.

The Ceiling plank, white oak to the floor heads, thence to the clamps of yellow pine, two inches in thickness, fastened with iron.

Berth Deck of ash or yellow pine, two inches in thickness, orlop, or fixed with hatches, raised about fourteen inches above the running deck, extended from the fore to the mainmast. Cabin deck, yellow pine, one and three-quarters of an inch in thickness.

The arrangement of the decks and half poop (twenty four feet

in length, and sixteen inches high, from the main deck) as may be directed, with bitts, scuttles, hatchways, skylights, cavils, cleats, &c. completed.

The Shoe, ten inches in thickness amidships, tapering to the stem and stern post, of oak, fastened with copper bolts, three-quarters of an inch in diameter, and with suitable composition spikes.

The materials used in the construction to be approved by such officer of the Revenue service as the Secretary of the Treasury may appoint.

The vessel to be completed within ninety days from the date of the contract, and the workmanship to be inspected previous to delivery, by two competent judges, one to be chosen by each of the parties to the contract, who, in the event of their disagreement, are to choose a third, who are to determine, whether the work has been executed in all respects conformably to the proposal and agreement.

The Proposals to be endorsed "Proposals for building Revenue Cutter."

W. FORWARD,
Secretary of the Treasury.

The New York Journal of Commerce, New York Tribune, Philadelphia Inquirer, Baltimore American, Baltimore Patriot, National Intelligencer, and Madisonian, will insert the above notice twice a week until the 6th Dec. and present their accounts to the Collector of the Customs where published, for payment.

Oct. 21—1d

OWEN, EVANS, &c. Military and Naval Merchant Tailors, beg leave to offer to the officers of the army and navy a new supply of English Goods, consisting of

Rich gold Epaulettes, army and navy,

" " do Topographical Engineers.

" " do Medical Staff.

" " Sets of Embroidery do

" " do Topographical Engineers.

" " Aiguillettes

" " Trouser lace, Topographical Engineers.

" Blk. Mohair do Medical Staff.

They keep constantly on hand, for the different Corps of the army, and for the Navy,

Swords, Belts, and Knots,

Undress Caps, with distinctive badges.

Laces, Grenades, Bugles, Anchors, Stars, &c.

And are ready at all times to furnish officers with full equipments at the shortest notice, and in their usual style of finish.

Stores—One door East of Fuller's Hotel, and one door East of Brown's Hotel, Pennsylvania Avenue.

Oct. 14—1d

COLT'S PATENT REPEATING FIRE ARMS

FOR SALE AT THE STORE OF THE PATENT ARMS MAN'G. CO.

No 155 Broadway, New York City.

At retail, at the following prices, according to style and finish, viz: Rifles, with Equipments complete, and 2 Receivers 8 charges each, \$50 to 150.

Shot-guns and Carbines, with Equipments complete, 6 charges each, \$40 to 100.

Boarding and Holster Pistols, with Equipments complete, and 2 Receivers 5 charges each, \$30 to 75.

Belt Pistols, with Equipments complete, and 2 Receivers 5 charges each, \$20 to 50.

Pocket Pistols, with Equipments complete, and 2 Receivers 5 charges each, \$18 to 40.

If a quantity of arms is wanted, in amount above \$500, the Company will make a handsome deduction in the above prices, and take in payment approved city of New York acceptances at 90 days.

Sept. 3—1y.

MILITARY AND NAVAL ORNAMENTS.

B. DELAPIERRE, Importer and Manufacturer of Military and Naval Ornaments, and embroiderer in gold and silver, 90 Fulton street, New York, begs leave to tender his services to the Officers of the Army and Navy, in the line of his profession. Epaulettes, and other ornaments, are there to be had of the best kind, and most substantial workmanship.

B. D. has imported from the most celebrated military clothing establishments in London, a small lot of the identical blue Silk Velvet, used in the British service for the corps of Topographical Engineers, a sample of which is deposited in the clothing bureau at Washington, and has been approved of by the chief of the corps.

May 2—1f

ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully inform the officers of the army and navy, that he is now enabled to furnish to the different corps their uniform complete, all made of the best materials, and forwarded with despatch.

To prevent errors, the Legislature of New York has authorized him to change his name to **JOHN S. FRASER**; therefore all letters hereafter will be addressed to **JOHN S. FRASER**, March 5—1f 168 Pearl street, New York.

TERMS OF THE CHRONICLE.

ONE Copy \$3 a year.—Two Copies one year, or one Copy two years, \$5.—Five Copies to one address, \$10.